

DEUTSCHLAND STARTS ON DASH TO ATLANTIC WHILE WARSHIPS OF ALLIES WAIT

Under Own Power, Undersea Trader Speeds Down Bay at Night Toward Cordon of Foes Outside Capes—Carries Rubber and Nickel.

Hostile Squadron Steams Close to Hatteras and May, Where Submarine Will Face Real Peril—Sirens Sound Farewell to Capt. Koenig.

Baltimore, Aug. 2.—The German merchant submarine Deutschland set out from her dock at 5:38 o'clock yesterday afternoon, homeward bound. She was reported passing Annapolis at 8:45 last night, making about 12 miles an hour. She was accompanied by the tug Timmins and the speed boat Esperanza, and the voyage so far has been uneventful. Annapolis is about 30 miles below Baltimore.

The yacht Valiant carrying photographers, left the submarine at Annapolis and put into that port, nothing exciting having occurred to be reported and the light having failed. The reporters are on board the Esperanza. The weather was clear and the bay smooth. The police boat Lannan and the government tug Washickon escorted the submarine as far as the mouth of the Potomac, turning back opposite Fort Carroll.

"Homeward Bound, Good Luck!" As the submarine left her slip Capt. Koenig stood conspicuous, in white uniform on the superstructure surrounded by his officers, while the crew was distributed about the deck. It was evident that the officers were in the nightgown and the occasion. They stood tense and motionless as if posing for the pictures the camera men in the boats had already started taking.

They made no response to the cheers and expressions of good wishes showered upon them from the spectators. Here the officers and sailors and the officials of the Eastern Forwarding Company bled the rails to bid them God speed.

As the Deutschland moved slowly out the Neckar hoisted signal flags in the international code reading "Homeward Bound, Good Luck."

Capt. Koenig had kept his promise to go out in broad daylight. It was really his intention to leave in the morning, but the pilot refused to take the chances except at high tide. At exactly high tide the Deutschland was given to leave the safe berth for a voyage fraught with peril.

Precautions for the actual departure began as early as 6 o'clock this morning. The lor booms that inclosed the Deutschland were removed and the tug Timmins and the launch Esco went down the channel with a net between them dragging for mines or any obstruction to safe navigation that chance or any enemy might have placed there. This was only one incident in a remarkable chain of precautions. There was a British freighter anchored nearby and several had come and gone. The oil on the Deutschland, every drop of it, before it had been taken aboard had been run through a sieve and was then examined by a German chemist.

Last Words of Farewell The final movements toward the sea began before 6 o'clock. At that hour the Washickon, a Customs House boat detailed to convey the submarine to the three-mile limit, was observed making its way up to the inner basin. Then the police boat Lannan appeared, and it was realized that actual departure was near.

A few minutes before 5 the Esco towed away the log boom that had been placed to cut off any approach to the undersea merchantman. Then came the final handshakes and words of farewell. The Timmins pulled slowly and the little Esco clung to the side of the famous undersea merchantman. It was just 5:38 when the Deutschland poked her nose out of the slip. It was noticed that the steel gray color of the hull had been changed. She was now painted a dull sea green with smudges of dirty white about the deck so that at a distance she merges into the color of the water.

At the end of the channel that had been dragged for her special benefit from the pier to the river's channel, the towing vessels broke away and the submarine started down the bay under her own power. The newspaper and camera boats were headed off and flanked on either side by the Washickon and the police boat Lannan and the trip was started. The government and city steamers kept up a tooting to warn off the little yachts that furnished a persistent, if unwelcome escort.

Early yesterday morning examination of the cargo of gold, nickel and rubber were made; the pumps and engines on the submarine were tested and everything else was made ready for the hazardous journey.

Try to Head Off Newspapers. About noon a determined attempt was made to prevent the newspaper men from following the Deutschland. Customs officers visited the craft which had been chartered to follow the submarine, and Edward Toulson, master and owner of the steam yacht Valiant, was told by Marine Clerk Thalhimer of the Customs House that he could not carry passengers while the boat was under charter without having registered at the Customs House.

An investigation showed that the other craft, the speed boat Esperanza, Dr. R. T. Somers owner and master, had newspaper men aboard as the guests of Dr. Somers. But a half hour of New York and Washington writers, as well as moving picture men for various syndicates, were aboard the Valiant, and it seemed that they would be marooned, as it was then too late to charter another boat.

Mr. Toulson said he had tried several years ago to have the Valiant registered and was told it was not necessary. On the strength of this he had advertised the boat for charter. He communicated with his counsel and the newspaper men burned the wires to have the yacht released. At last Toulson declared he would follow the submarine and take all the newspaper men who were aboard as his guests.

WHALE STRANDED IN JAMAICA BAY, KILLED ON SHORE

Mammal Makes Hard Fight Against Firearms, Hooks and Axes of Captors.

New York, Aug. 2.—Whaling as an afternoon sport was introduced to summer residents on Jamaica Bay yesterday afternoon, when a cow whale 65 feet long, venturing from deep water, was stranded at ebb tide in Rockaway Inlet, the shallow connecting link between the bay and the ocean.

Boat loads of mariners, in flannel trousers and sport shirts, armed with rifles, axes, boat hooks and clubs assailed the monster thrashing in the muddy shallows, and for two hours they conducted a grand offensive before the whale succumbed to the modern weapons of warfare and consented to be killed.

Before the death, however, the whale was gouged, bitten, hewn and sewed as she crashed against the boats and upsetting them. When the carnage was ended the whale resembled the landscape at Verdun as far as its natural conformation was concerned, and a group of whale warriors held a wake over the mangled form while they debated just who was entitled to the whale oil and the rest of a whale which means money when the whale is dead.

John Roxbury, who owns a hotel at Rockaway Point, and John H. Farrell, who is stopping there, first saw the whale. She floated up the shallow waters of Rockaway Inlet at ebb tide, and Roxbury declared that at last the long looked for German submarine Bremen had arrived. He quickly cast off the ropes which held his launch to the wharf and, with Farrell, started out to greet the incoming submersible.

The tide kept going away from them into the ocean, and when the men finally reached the drifting object they rubbed their eyes in surprise as they beheld the mammal.

Deeper into the shallows wallowed the whale until, as the tide ebbed, the enormous bulk lay half out of the water, spouting geysers of mud and water. A throng collected and in it was a man who had a .22 calibre rifle and a box of cartridges.

With two others he went almost up to the monster of the seas and began action. The bullets tickled the whale so that she indulged in grotesque puffings and chucklings, wriggling her flappers and sending a half dozen men in a boat into the water.

But the assailants were not dismayed. Hundreds in boats circled warily around with boat hooks, axes and clubs and got in a blow here and there. They hacked at the whale's head and chopped at her long bulk. Each blow seemed to give the whale renewed energy. Some one suggested dynamite and another wanted to call a police boat to train a three-inch gun on the whale.

While flank attacks continued Walter Bosward, who is the acknowledged whale expert of Jamaica Bay, arrived. He watched the proceedings with a judicial eye, but by that time the whale was so damaged that Mr. Bosward could not recognize the family likeness.

Last night the mutilated whale lay in the shallows securely tied so that she could not be washed to sea, and nearby John Roxbury watched, for he says he saw the whale sperm and if there is a yield of a ton of sperm or so he wants it—also the bones and whatever else a whale yields. Where the whale came from, how she got up into shallow Rockaway Inlet, why she wandered clear down here, even Walter Bosward, with his expert whale knowledge, could say. A hundred and fifty or two years ago the whaling industry was good off Sag Harbor and Montauk Point, and it was responsible largely for the settlement of these places, but in recent years the whales have retired farther and farther north.

Crossing Ocean to Meet Father, Arrive On Day of His Death

With the arrangements for the funeral of Robert Austin, who died at the Bridgeport hospital, Sunday, of an abscess of the brain, comes to light the story of the journey of a wife and five children from Scotland to this country only to land in New York on the night that the husband and father died.

Six years ago, Austin left his native home in Scotland to come to the land of opportunity and provide for the day when he could bring his wife and children to join him. He came to this city and was employed as a stater, but on July 6, he slipped from the roof of a house on Stratford avenue.

As a result of the fall he suffered a concussion of the brain and in a few days an abscess developed. The family was brought to this country and a reunion was expected, but Austin failed to rally from an operation. On the day that he died, they landed in New York.

Austin was also well known as a soccer player and had made a name for himself in soccer circles throughout the state.

Formerly moral people objected to the circus on the ground that the performers wear too few clothes, and now theaters object to it on the ground that they wear too many.

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SISTERS OF MERCY MOURN DEMISE OF MOTHER SUPERIOR

Bishop Nilan Eulogizes Late Head of Order, at Funeral Service

More than 400 members of the Sisters of Mercy in the Diocese of Hartford, including four priests from Bridgeport attended the funeral and paid tribute of respect and love to the Reverend Mother Fabian, head of the order in this diocese, and formerly connected with the Sacred Heart school here. The services were held yesterday morning at St. Joseph's cathedral, Hartford.

The Right Rev. Dr. John J. Nilan, Bishop of Connecticut, was celebrant of the pontifical mass of requiem. The bishop spoke in eulogy of Mother Fabian and of her splendid record of service for the Sisters of Mercy.

The Right Rev. Monsignor Thomas S. Duggan, rector of the cathedral, was the assistant priest of the mass. The Rev. William H. Rogers, pastor of St. Patrick's church, and the Rev. Hugh Treanor of Waterville were deacons of honor. The Rev. Timothy M. Crowley of New London was deacon, the Rev. William J. Fitzgerald of Hartford, sub-deacon, and the Rev. William Downey of Thompsonville and the Rev. Arthur Cavanaugh of Hartford, acolytes. The master of ceremonies was the Rev. John G. Murray of Hartford, and the assistant master of ceremonies, the Rev. William H. Flynn of Hartford.

The Gregorian mass was sung by a Sisters' choir of 50 voices, chosen from the several communities in the state.

Bishop Nilan, in his opening words, said it seemed almost a profanation to lift the veil which for so many years had kept from the outside world the service of other Fabian and the full appreciation of her remarkable personality and splendid life.

"We know that from her tender years," said the bishop, "the love of God was in her heart. She longed to fully enter His service. A successful teacher, before she entered the sisterhood, her love and zeal were so marked that she was soon chosen superior of the Hartford community, and when all the communities of the state were merged in one governing body, she was elected mother superior of the entire diocese."

The bishop spoke of the deep sorrows which filled the hearts of all the sisters in the entire diocese. A noble soul had gone, he said, to the place where death was not mentioned. Where He was seen face to face. It was natural that there should be mourning and tears and regrets.

To this bereaved family of sisters Christ would not fall to come with a message of comfort. He would speak to the sisters and make clear the lesson of the death of other Fabian when she apparently had many years yet in store.

"He will teach you the lesson that life is not measured by years, but by deeds. Her death will teach you to covet righteousness. Our Divine Saviour brings to us in the presence of death the lesson that even if Mother Fabian be read she is yet alive. Death does not separate us."

The bishop spoke of the belief of the sisters that God invited certain ones to take up his chosen work, and that they felt that Mother Fabian was especially called.

The breaking of the home ties, to give all possessions and even to take a new name, to enter on a life of sacrifice was what it meant to be a Sister of Mercy. "Mother Fabian," he said, "and all of you present, believed you were following Christ's example in taking the step which means so much. You felt that Christ wanted His work to go on, that the ignorant might be enlightened, the weak strengthened, the sick relieved and the orphan cared for."

"Those who have entered the religious life," he said, "realize that not until the tired body has laid down its burden will the reward be received in full."

The bishop spoke of the training of the sisters and how they learned to curb the will, to spur the weary frame on to more labor, even though

it be beyond the letter of the rule.

Mother Fabian, he added, did even more than was required by her vows. Her religious ardor kept her continually at her very best. She was less concerned with the growth in numbers of the Sisters of Mercy than in the growth of virtue. She was eager that virtue and devotion increase and never diminish. She would have the sisters always take the Saviour for a pattern.

"Even now as you gather round the bier of your mother you can look through the rift in the clouds which set so heavy and hear the angels singing in joy that another laborer has received her reward and another exile has come home," he continued.

Prayers for Mother Fabian were desired, said the bishop, but prayers of work would do the most for the full salvation of the departed mother superior.

The last absolution was pronounced by the bishop.

The bearers were Mayor Frank A. Hagarty, former Street Commissioner, William F. O'Neill, former Charity Commissioner, William Bro-smith, Charles J. Reardon, Joseph P. Kennedy and Michael F. Conway.

Burial was in the sisters' cemetery in West Hartford. Many of the sisters, including superiors of the local communities, attended the burial.

Priests Attend

Present in the sanctuary were the Rev. Monsignor John Michael of Hartford, the Rev. Dr. Michael A. Sullivan of Hartford, the Rev. James P. Barrett of Hartford and the Revs. Robert Bowen of Bridgeport, E. Brennan of Waterville, J. C. Brennan of Kensington, John H. Broderick of Norwich, R. J. Carroll of South Norwalk, William W. Cavanaugh of West Hartford, N. P. Coleman of Riverside, Thomas Conlon of Hartford, C. Coppens of New Britain, E. A. Cotter of Danbury, P. Daly of New Britain, Patrick Dolan of Middletown, J. B. Dougherty of West Hartford, J. J. Downey of Hartford, John Fay of New Britain, T. J. Finn of Norwalk, Dr. Robert F. Fitzgerald of Derby, J. H. Fitzmaurice of Norwalk, Luke Fitzsimmons of Waterville.

John Guinet of Hartford, M. Hart of Mystic, E. M. Hayes of Bridgeport, J. P. Hennessey of Ansonia, M. Higgins of Naugatuck, D. P. Hurley of East Hartford, P. A. Jordan of Middletown, Dr. Joseph Joyce of East Haven, Matthew J. Judge of Bridgeport, William Judge of Middletown, Anthony M. Kalchauer of Hartford, Paul Keating of Stamford, Andrew Kelly of Hartford, J. J. Kennedy of Bristol, T. J. Ladden of Cromwell, W. Laffin of New Haven, Daniel J. Manning of Waterville, Dr. Farrell Martin of Portland, J. Clement Martin of Hartford, Paul McAloney of Hartford, Maurice F. McAuliffe of Hartford, John J. McCabe of Jewett City, Oliver T. Magne of Wethersfield, E. C. McCann of Manchester, Bernard F. McCarthy of Hartford, J. McCarthy, M. S. of Hartford, P. H. McClean of Milford, Walter McCrann of Norwalk, James F. McDonald of Hartford, J. McGuane of Noroton, M. McKeon of New Haven, Dr. J. McLaughlin of New Haven, T. Mulcahy of Bridgeport, Fred Murphy of Greenwich, James E. Nihil of Bridgeport, Francis P. Nolan of Hartford, James C. O'Brien of Stamford, William F. O'Brien of Thompsonville, Daniel O'Connor of New Haven, Thomas O'Flanagan, M. S., of Hartford, J. O'Meara of Manchester, J. J. O'Reilly of Somersville, William J. O'Shea of Hartford, John F. X. Quinn of Uncasville, William H. Redding of Unionville, M. J. Reagan of Hartford, William Reidy of Hartford, John F. Ryan of Hartford, Nicholas Schneider of Meriden, T. B. Smith of Waterville, John T. Winters of New Britain, Joseph Blake, C. M., Niagara Falls, N. Y., Anselm Mayotte of Hartford, Eugene Cryne of Waterville and B. Donnelly of Grosvonoreville.

MEDIATORS AGAIN SEEKING TO END GARMENT STRIKE

New York, Aug. 2.—Three mediators appointed by the United States department of labor will confer here today with manufacturers of women's garments and with leaders of the union of their employees in an attempt to end this strike of 45,000 makers of women's clothes which has been in progress for 14 weeks. If the mediators fail to bring about an agreement, it is understood they will start an investigation of the women's garment industry.

The strike situation was complicated today by the action of 150 manufacturers of men's clothes who locked out yesterday 15,000 workers and who planned to close more shops today, increasing the number of idle garment workers to 30,000. There are reports that the union of workers on men's garments will call a general strike of 60,000 men.

Fully \$100,000,000 in orders for women's clothes and \$150,000,000 for men's are waiting to be filled when the shops reopen.

One definition of the mob spirit is the illegal acts of men who can't afford to hire competent lawyers.

MUST REBUILD BRIDGE.

Repairs to Yellow Mill bridge have begun, the work being done by Tools & Sunderland. The openings for the passageway of vessels must be widened and made to conform to specifications sent out by war department engineers. The work will cost \$8,000. Prior to January 1, 1926, the city must reconstruct the bridge completely in accordance with the war department plans. The bridge was built by the Keystone Construction Co. From the time the contract was let up to the present there has been much unfavorable comment regarding the constructing company and the manner in which the bridge was built.

BEGIN STREET WIDENING.

The work of widening Congress street 12 feet on the north side and bringing the street to a straight line with a width of 62 feet between Main street and Housatonic avenue, is well under way. The alteration to the fur storage warehouse of W. M. Terry Co. is nearly complete and work will commence on the McCarthy property on the corner. John Farrell, who conducts a saloon on the corner, is preparing to move. When the widening is complete the W. M. Terry Co. will build a storage warehouse at Congress street and Housatonic avenue on the location now occupied by the Handelman feed store.

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RAILROAD MEN'S STRIKE BALLOT BEING COUNTED

New York, Aug. 2.—A committee of 50 men continued today the counting of the strike vote cast by 400,000 employees in 225 railroad systems in the United States. Timothy O'Shea, who is in charge of the counting, said he believed the vote will be almost unanimous to quit work. If the railway officials persisted in their refusal to grant the demands of the men for an eight hour day and time and a half for overtime.

The counters expect to finish today the counting of the vote in the eastern territory. They then will take up the western vote. When the final result is known a mass meeting will be held to explain the controversy to the 600 chairmen of the adjustment committees of the four Brotherhoods of railway workers, who have brought the ballots here to be counted.

A meeting of the national conference committee of the railways will be held here next Tuesday to make another attempt to settle the differences between the railroads and the men.

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